Lastly, a Police outpost should be established at Bharatannur or Kallara in view to check the mischief committed by the rowdies there.

DEWAN'S REPLY : Arrangements will be made to dig pits for capturing the wild elephants now doing damage. Have you got trouble from other wild beasts ?

The member said that when the elephants came on the scene the others fled and he promised to render all necessary help for capturing elephants.

DEWAN : The Chief Engineer will be addressed about the road you mentioned. The work will be done next year. You wanted a Police outpost. Is it required on account of "*anasalyam*" or "*chattambisalyam*" ?

The member said that rowdies were doing a lot of mischief there.

DEWAN : Do you want a Police Station to be located there temporarily for a few years or the permanent establishment of an outpost ?

The member said an outpost would be enough.

DEWAN : That will be considered.

95. Needs of the Quilon taluk.

MR. NARAYANA PILLAI VISVANATHA PILLAI (*Member, Quilon taluk, Group I*) first spoke about the need for raising the level of the culvert at the 5th mile, 1st furlong of the Quilon-Alleppey road so as to enable *valloms* to pass beneath it. That would enable the local people who lived upon coir industry to transport cocoanut-husks by *valloms*. The culvert was situated very near the bar, so that sea-water rushed into the Kattakal *todu* and the adjoining paddy fields and cocoanut gardens and caused much loss to the ryots there. To prevent such inrush of salt water, a sluice should be constructed at a place north of the culvert.

The trace from Ramankulangara tollgate to the Marattadi temple should be converted into a cart road and extended northward. The Marattadi temple was only next in importance, to the Ezhavas, to the Sivagiri Mutt. The road was being used by large numbers of people resorting to the temple and also by others trading in fish, coir and copra. The place was noted for those articles and a peculiar variety of fish called the '*Nayyadi*' was caught from the sea at Marattadi alone.

The village road between the 3rd mile of the Quilon-Alleppey road and the road to Mamootil *kadavu* should be converted into a public road and gravelled, as it was one of the main pathways in the Quilon taluk. For want of a cart road, the school-going population attending the Saktikulangara Girls' School were put to much inconvenience.

The night-soil depôt near Mamootil *kadavu* was a source of annoyance to the local people and the passers-by. It was situated very near the office of the Director of Agriculture, the Tevally Palace and the Residency, and should be removed elsewhere. The Sanitary Commissioner had asked the local Municipal Council to remove the depôt from its existing location. It would be advantageous if an incinerator be established as in other towns.

The road from Kavanad to Aravilakadavu was another chief pathway in the Quilon taluk. It was the only route used for the transport of articles to and from the Kavanad bazaar. It was also used for the transport of manure by the agriculturists. The gravelling of the road had been sanctioned by the Government as a result of the representation made on the subject at the twentieth session of the Assembly but the work was stopped before the whole length of the road was finished. Only one more furlong remained and it should be finished soon.

The Kavanad-Mukkattu *kadavu* road should be converted into a cart road. One-half of its length had already been gravelled. The remaining portion should also be gravelled.

The road joining the 2nd mile of the Quilon-Alleppey road and the Neendakara bar was largely used for motor traffic. It should therefore be metalled just like other chief roads of the Quilon town.

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The road from the 3rd mile, 5th furlong, of the main road in West Quilon to the Aravila Roman Catholic church was only half a furlong in length and was largely used by the people attending the church. It should be gravelled.

Class VII should be opened in the Saktikulangara Girls' School from the next academic year and a grant awarded for the extension of the school building. The committee appointed for the construction of buildings for the above school had applied for the registry of about 17 cents of adjoining Devaswom land but the Devaswom Commissioner had not even replied to their representation. Necessary orders should be issued in the matter. A compound wall should also be constructed for the school.

A wharf to the south of the Neendakara bar and a bridge across the bar were absolutely necessary. The place was rising in importance and had some natural facilities for a harbour. If the Government could not immediately construct a bridge, a motor ferry service should be opened. There were motor-bus services on both sides of the bar, but during the monsoons passengers found it dangerous to cross in country canoes.

The trace leading to the sea beach from the 3rd mile, 4th furlong, of the Quilon-Alleppey road should be converted into a public road.

The Government had sanctioned the construction of a foot-path on the western side of the canal between the Iron bridge and the Big bridge. It would help traders if roads be constructed on both sides of the canal and also jetties on the above portion as at Alleppey.

The trace leading to the Kaitavarattu *kadavu* was very useful to traders in cocoanut-husks. More than three lakhs of rupees worth of husks were being transported annually from that landing place. But carts could not be taken along the path. It should therefore be converted into a cart road.

The village road to Kaval should be converted into a public road.

The village road starting from a place between the English High School and the Rama Varma Club and joining the main road to the south of the Cutcherry *kadavu* was one of the chief pathways of the Quilon town. It should be improved and gravelled.

The village road starting from a place one furlong west of the Kolluvila tollgate and running along the canal near Messrs. Thomas Stephen and Company's building should also be improved and gravelled. The local inhabitants were willing to surrender the lands required for the purpose. If nothing could be done in respect of the road immediately, at least the two culverts which were absolutely necessary should be constructed.

The trace from Eravipuram to the Mayyanad railway station should be converted into a public road. The local people were willing to surrender the additional lands required.

The village road from the Paravur bazaar running southward should also be converted into a public road. The need for the road had been pressed at several sessions of the Assembly.

Till the Revenue Devaswom separation there was a Magistrate's Court at Paravur. It was since abolished and should be re-established.

Lastly, a bridge should be constructed at the Kottayattu *kadavu*. The people were put to much difficulty especially during the rainy seasons for want of a bridge. The length of the bridge would be only one and a half furlongs.

In conclusion, the member said that most of his subjects had been represented either at previous sessions of the Assembly or by other members at the current session. The subjects therefore deserved to be carefully considered by the Government and necessary action taken.

DEWAN'S REPLY: Mr. Visvanatha Pillai, you have brought forward altogether 23 requests. If members do that I always ask them if they will be so kind as to pick out three or four of the most important or urgent ones and inform the Chief Secretary in writing what those are and then I will be able to consider them.

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